

China Mail

Established February, 1845.

VOL. XLIV. No. 7668.

號十二月三十一年八十八百八十一英

HONGKONG, TUESDAY, MARCH 20, 1888.

日八初月二年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 39, Cornhill. GORDON & GOUGH, Judges' Circus, E.C. BATEN HENRY & CO., 37, Walbrook, 154, Leadenhall Street, W. M. WILLIS, 151, Cannon Street, E.C.
PARIS AND EUROPE.—AMADEO PRINCE & CO., 36, Rue Lafayette, Paris.
NEW YORK.—ANTOINE WIND, 21, Park Row.
SAN FRANCISCO and American Ports generally.—BROWN & BLAHR, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.
SEYCHELLES.—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.
SINGAPORE, STRAITS, &c.—SAVILE & CO., Square, Singapore. G. HEINZEN & CO., Manila.
CHINA.—MACAO, F. A. DE CRUZ, SOUTHERN QUAY & CO., Amoy, N. MOALLE, Foochow, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Falunshan, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$3,000,000
RESERVE LIABILITY OF PRO^{Rs} \$7,500,000
PRIMOS.....\$7,500,000

COURT OF DIRECTORS.—
Chairman—Hon. JOHN BELL IRVING.
Deputy Chairman—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Hon. A. P. McEWEN,
Esq.
W. G. BRODIE, Esq.
H. L. DALTRYMPLE,
Esq.
H. HOPKINS, Esq.
B. LAYTON, Esq.

CHIEF MANAGER.—THOMAS JACKSON, Esq.
MANAGER.—EVAN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.—
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—
For 3 months, 3 per cent. per annum.

6 " 4 per cent. "

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, January 25, 1888. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 1: Saturdays, 10 to 1.

2.—Sums less than \$1. or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 6 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, September 1, 1883. 754

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VONGLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATEDWARE,
Christofle & Co.'s ELECTRO-PLATEDWARE,
GOLD & SILVER JEWELLERY
in great variety.

DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON
PATTERNS, at very moderate prices. 742

J. D. KILEY,
SAIL-MAKER.

TENTS, AWNINGS AND
FLAGS.

No. 23, Praya Central,
HONGKONG.

Hongkong, November 1, 1887. 9136

Intimations.

IMPORTANT NOTICE.
KUHN & CO.

ARE NOW SELLING-OFF.

THEIR FINE ART COLLECTION,

consisting of a

CHOICE & VALUABLE ASSORTMENT

OF JAPANESE BRONZES, CLOISONNE,

IVORY, LACQUER, SILK and SATIN

KIMMOS, KAKIMOS, SCREENS,

DRESSING-GOWNS and JACKETS

QUILTS, WALL DECORATIONS,

BRONZE JEWELLED SWORDS, COM-

PLETE SUITS OF ANTIQUE ARMOUR,

&c., &c., &c.

TO AVOID THE COST OF RE-SHIPMENT

THE ENTIRE STOCK IS NOW OPENED

AT GREATLY REDUCED PRICES.

MESSRS. KUHN & CO., in thanking

the RESIDENTS of Hongkong, Canton, and

Macao for their Liberal Patronage, regret

to state, owing to the opening of a

Branch House in London, where Mr. Kuhn's

presence is an absolute necessity, they are

compelled to temporarily close their Hong-

kong establishment; but due notice will be

given of the resumption of Business. Mean-

while all Orders sent to KUHN & CO.,

YOKOHAMA, will receive the most care-

ful attention.

The PUBLIC are respectfully notified

that the present sale of the most complete

collection of WORKS OF JAPANESE

ART ever offered in Hongkong at such low

prices, will be limited to the current month.

KUHN & CO., opposite the HONGKONG HOTEL.

Hongkong, March 19, 1888. 440

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON AND COTTON YARN AT THE KOWLOON WHARFS will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be charged.

ISAAC HUGHES,
Secretary.

Hongkong, November 7, 1887. 2148

LIQUIDATION OF THE 'COMPANIA NAVIERA DE FILIPINAS.'

THE LIQUIDATORS of the above Company have decided to pay a FIRST DIVIDEND of 15% to the SHARE-HOLDERS or to their legal representatives or successors.

PAYMENT will be made on and after the 8th instant on presentation of the Scrip at the Office of St. Dr. ANGEL OZIL, Plaza de Caravaca No. 6.

(Signed) A. ORTIZ,
GEO. ARMSTRONG.

Hongkong, March 12, 1888. 414

A RAMBLE THROUGH SOUTHERN FORMOSA.—By M. G. TAYLOR.

This Article, which has been reprinted from the China Series, contains one of the best Sketches of Formosan Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & CO.'s, and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOALLE, Amoy.

Hongkong, March 3, 1888. 363

WANTED.

A SITUATION in a Mercantile House as an ASSISTANT CLERK by a Competent JAPANESE, who has a thorough knowledge of English, has served a long time in a large Silk Export House in Yokohama and has good experience in General Office Work and Book-keeping.

Apply to A. C.,
o/o, The China Mail Office.

Hongkong, March 15, 1888. 432

THE HONGKONG AMATEUR ATHLETIC SPORTS

TO BE HELD ON

THE CRICKET GROUND,

SATURDAY, the 7th April.

The following is the List of Events, viz.—

1—100 yards Flat Race, 2 prizes.

2—Putting the Shot, 1 prize.

3—120 yards Handicap, 2 prizes.

4—High Jump, 1 prize.

5—Quarter Mile Flat Race, 2 prizes.

6—One Mile Flat Race, 1 prize.

7—Throwing Cricket Ball, 1 prize.

8—Soldiers Half Mile Race, 3 prizes.

9—Half Mile Race (Handicap), 2 prizes.

10—Boys Race, 200 yards (Handicap), for Boys under 15, open to European Schools, 3 prizes.

11—Veterans Flat Race, 120 yards (Handicap). Open to all, 35 years old and of 10 years residence in India, China or the Tropics, 2 prizes.

12—Long Jump, 1 prize.

13—Three-Legged Race, 1 prize.

14—Small Girls' Race (Handicap), under 7 years, 3 prizes.

15—220 yards Flat Race (Handicap), 2 prizes.

16—One Mile Flat Race, 2 prizes.

17—Consolation Race, 1 prize.

18—International Tag-of-War, 1 prize.

With the exception of Events Nos. 9, 12 and 16, the above are Open to all GENTLEMEN AMATEURS.

Members of Visiting Clubs, Club German, Hongkong Cricket Club, and also to COMMERCIAL and NAVAL OFFICERS.

INTENDENTS are requested to send in their Applications for permission to compete.

TEAMS (on the paper forms which can be obtained at the HONGKONG CLUB, CRICKET CLUB, VICTORIA REGIMENTAL CAMP, Messrs. KELLY & WALSH, Messrs. CRAWFORD & CO., Messrs. PALOMER & CO., to the HONG KONG SPEECHER'S, NOT later than SATURDAY, the 31st instant, on which date ENTRIES CLOSE.

CHARLES H. THOMPSON,
Hon. Secretary.

Hongkong, March 11, 1888. 448

Intimations.

Business Notices.

LANE, CRAWFORD & CO.

HAVE RECEIVED A VARIETY OF

NEW GOODS,

INCLUDING

PIGSKIN BACK SADDLES and FURNITURE, Complete for \$20.00.

DOG COLLARS, DOG MUZZLES, DOG WHIPS, DOG CHAINS.

THE FILTE RAPIDE, MADISON'S PATENT INDESTRUCTIBLE, \$6.00.

A FINE LOT OF BATH SPONGES.

BATH TOWELS, BATH BLANKETS and BATH GOWNS.

BRACKET and TABLE LAMPS, LAMP SHADES.

SCARVES and TIES, Spring Colours and Designs.

HOSTERY AND OUTFITTING SUNDRIES.

ALBUMS, PORTRAIT FRAMES, WORK-BASKETS, POCKET BOOKS,

NOTE CASES.

Also

A LARGE STOCK OF

TENNIS BATS AND BALLS.

Entertainment.

THEATRE ROYAL,
CITY HALL, HONGKONG.

THURSDAY!
THURSDAY!!

HAMILTON'S MUSICAL BOUQUET
AND
COMEDY COMPANY.

Entire Change of Programme!

NEW SONGS! **NEW DANCES!**

THE BAND OF THE 58TH REGIMENT

NOTICE.

THE NEXT PERFORMANCE
by
THE COMPANY WILL TAKE PLACE

SATURDAY NEXT,
the 24th March, 1888.

Box Plan now open at Messrs. Kelly & Walsh's,
Hongkong, March 19, 1888. 466

Notices to Consignees.

STEAMSHIP OXUS.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of cargo from London and Havre, ex S.S. India, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure, and Valuables—are being landed and stored at their risk at the Godown's Godown, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on, unless intimation is received from the Consignee before 10 a.m. To-day (Monday), the 19th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 24th Inst., at Noon, will be subject to rent, and landing charges at one cent per package per diem.

All Claims must be sent in to me on or before MONDAY, the 26th Instant, or they will not be recognized.

No Fire Insurance has been effected.

G. DR. CHAMPEAUX,

Agent.

Hongkong, March 10, 1888. 461

NOTICE TO CONSIGNEES.

S.S. UPPINGHAM FROM GLASGOW,
LIVERPOOL, PENANG AND
SINGAPORE.

CONSIGNEES of cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godown's of the Kowloon Wharves & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day, the 19th Instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining after the 25th Instant will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 25th Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, March 10, 1888. 463

NOTICE TO CONSIGNEES.

S.S. SPRATHELEVEN FROM NEW YORK AND SINGAPORE.

CONSIGNEES of cargo are hereby requested to send in their Bills of Lading, to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, March 14, 1888. 424

NOTICE TO CONSIGNEES.

S.S. SPRATHELEVEN FROM NEW YORK AND SINGAPORE.

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Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All claims against the Steamer must be presented to the Undersigned immediately or they will not be recognized.

ADAMSON, BELL & CO.,

Agents.

Hongkong, March 17, 1888. 445

NOTICE TO CONSIGNEES.

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ADAMSON, BELL & CO.,

Agents.

SUMMARY JURISDICTION.
(Before His Hon. Mr. J. Lead, Acting
Puisie Judge.)

Tuesday, March 20.

DODGIE STEAMSHIP CO. v. CRUCIERSHANK.
This is a case arising from the explosion which occurred recently in the mail or parcel room of the S. S. *Formosa* while the vessel was at Swatow, Mr. Wotton appeared for the plaintiffs, and Mr. Webber for the defendant.

Mr. Wotton said this was an action by the Dodgins Steamship Co. Limited against Wm. Cruciershank, druggist, carrying on business in this colony. On the 24th December last defendant shipped to the port of Swatow by the plaintiffs steamship *Formosa* a parcel said to contain drugs, under a parcel receipt. The parcel receipt contained a memorandum which stated that the receipt was granted on the same condition as was set forth in the Company's bills of lading—that the case of dangerous goods not properly declared by the shipper, owners or consignees were liable for any loss or damage caused by the conveyance of such goods. The plaintiff contended that, in accordance with the parcel receipt and the incorporated bill of lading, the defendant should have declared not only that the box he sent contained drugs but that they were of a dangerous and damaging nature. The vessel left Hongkong on 25th December last and reached Swatow on the 26th. She had anch and red porters were being made for discharging cargo when about 7.30 a.m. an explosion occurred in the mail or parcel room. There were a number of other parcels that did the damage now complained of. The parcel received from the defendant was placed on a shelf in the room which was away from everything like heat such as might have caused an explosion. He should be able to prove that the part of the room where this parcel was placed was more burned than any other part, and this was strong evidence that the contents were of a very inflammable nature. He thought, however, he should be able to prove what were the absolute contents of the parcel partly from the mouth of the defendant himself and partly from scientific evidence. The total sum which the plaintiff had laid out of pocket in consequence of the explosion was £511, and this sum they now claimed.

Mr. Webber said the defence was that the defendant's parcel did not cause the explosion and that a proper declaration was made with regard to it.

Mr. Wotton said he would first call, with his Lordship's permission, those witnesses who had sent parcels by the *Formosa* at the same time, so that they might not be kept waiting.

A. J. Rodriguez, clerk in the Post Office, said:—On 24th December last I packed the mail that went by the *Formosa* on 24th December. It contained some Christmas cakes and nothing else.

Dr. Chalmers—On or about 24th December I sent a parcel by the *Formosa* for Tamsui. It contained only a collection of postage stamps.

T. A. Dawson, book-keeper, China Mail office—On 24th December I sent by the *Formosa* for Tamsui a parcel containing books. The parcel did not contain any thing else.

Alexander Levy—I sent a parcel of stationery by the *Formosa* to Swatow on 24th December. There was \$3 worth of paper. The parcel contained nothing else.

John Luing, assistant, Messrs H. and Walsh—I sent a parcel to Swatow and Amoy by the *Formosa* on 24th December. The parcel contained stationery, books and tobacco. It was the value of about \$15.

By Mr. Webber—I saw it packed and tied up.

A. D. Death, assistant, Lane, Crawford & Co.—I sent a number of parcels to Swatow, Tamsui and Amoy on 24th December. The parcel for Swatow contained empty cartridge cases; of those for Amoy one was a whip and another a bag of shot: the one for Tamsui was, I think, a hat. There was no powder sent in any of the parcels I sent.

By his Lordship—The cartridge cases were capped. They were not loaded with powder. They were plain cartridge cases.

S. Nowrojee—On 24th December I sent a parcel by the *Formosa* on 24th December. It contained a Christmas cake and nothing else.

S. A. dos Remedios, clerk, Messrs McEwen Frickel & Co.—I sent a parcel to Amoy by the *Formosa* on 24th December. It contained some cakes and sweetmeats and nothing else. I have got \$10 compensation for it from the Douglas Company.

J. Phua, Naval Yard—On 24th December last I sent a parcel in the *Formosa* for Amoy. It contained cakes, oranges and sweets, and nothing else.

J. Carneiro, clerk—I sent a parcel for Amoy in the *Formosa* on 24th December containing Christmas cakes. It contained nothing else.

E. A. Jose, broker—I sent a parcel by the *Formosa* on 24th December containing cologne water from Macao.

Richard Kirkwick, clerk, Chinese Customs—On 24th December last I sent a parcel by the *Formosa* for Tamsui. It contained sweetmeats only.

Wm. Pan Hing, Office boy, Messrs Douglas Lapraik & Co.—On the 24th December I packed three boxes of mails to go by the *Formosa*. There was nothing put in the boxes but letters and newspapers.

John Grant, Messrs Douglas Lapraik & Co.—Messrs Douglas Lapraik & Co. are the General Managers of the Douglas Steamship Co. The *Formosa* is one of the company's steamers. She left on 25th December last for Swatow, Amoy and Tamsui. In the hold were two cases of whisky which were delivered all in good order. I heard of the explosion which took place at Swatow. I was not then in charge of the shipping, but it was under my supervision. In consequence of the explosion I went to see the defendant at his place of business, on 28th December. I saw his assistant first, a d. s. d. said: 'I have come to ascertain what the contents of a package of drugs were shipped by you on the *Formosa* under a parcel receipt.' The assistant went away and brought Mr. Cruciershank, whom I asked the same question. He replied that they were drugs and I asked him the nature of the drugs. He hesitated, add on my pressing him he told me the contents were chlorate of potash and sulphur. That satisfied me, and defendant seemed a little anxious and asked me why I wanted to know. I then told him that there had been an explosion in the parcel room of the *Formosa*. He said the chlorate of potash and sulphur were packed in separate bottles and were perfectly safe. The recent explosion for \$340 is for the repairs done to the vessel here in case it will ignite. The lot shown me contains

sequence of the damage done by the explosion. There have been other payments made.

By Mr. Webber—I saw the manifest after the news came down about the explosion. The cargo was a general. I have never heard of the carpenter on the ship smuggling dynamite to Swatow or Tamsui. Mr. Cruciershank did not tell me when I went to see him that he knew there had been an explosion. He did not ask his assistant what the contents of the parcel was. I am not aware that such goods as these carry the description of drugs.

Mr. Wotton called on the defendant to produce letters on behalf of the plaintiffs from his firm, and on their production put in reply from Mr. Webber on behalf of defendant.

G. B. Eldridge, chief officer of the *Formosa*—On 24th December we left Hongkong for Swatow, Amoy and Tamsui. The third officer had charge of the mail room. On the morning of 27th about seven o'clock, the vessel had just steamed up to her buoy in the river. Shortly after we got to the buoy I went into the mail room to see that the mail had been properly sorted. I found that the mail had been properly sorted. I had not been on board before the voyage. I know my Nodot at Swatow. When I went into the mail room I looked over several of the letter boxes. I noticed one small box addressed to Mr. Nodot on one of defendant's usual labels on the top of which is printed 'Victoria Dispensary'. It was a box of about one foot long, five or six inches broad and about four inches deep. I took it up and looked at it. When I put it down I saw some of the slot scattered about the floor of the parcel room. The charred mark was more at the top than at the bottom. It tapered towards the top.

George Smith, chief engineer on the *Formosa*—I remember the explosion on 29th December. I was in my cabin when it took place. I rushed out and saw wreckage in the starboard alleyway and fire in what had been the parcel room. There was a sulphurous smell. I am not aware that there was a lot of broken woodwork, resemblance of letter boxes and stationery. At that time the men were engaged in picking up the rubbish and throwing it overboard. By

rubbish I mean the splinters of woodwork. The remains of the letters, parcels &c. were brought together and placed on the hatch. I stood by and watched what the men were taking away and giving them orders. There was a peculiar smell like acid or something of that kind. There was no other box on the one which I have referred to where I put it down. I noticed four or five planks of the deck forming the roof of the mail room shattered above where the box had been. The side where the box had been was deeply charred. The shelves above where the parcel was were entirely blown away. The whole of the parcel room except a small part of the partition in the forepart of the room had been blown down. I identified the spot where I had put the parcel, and there were traces of fire from that place. Two or three planks of the side where the box was were left standing and it was on this part I noticed that the paint was scorched off and the wood charred. The charred wood got broader as it went up to the deck. In the room there had been a glass of tea which was totally destroyed; a copper box containing blue lights, the box partially destroyed, the contents still remaining in the box unjoined; a copper box containing rockets, the box flattened down and the rockets broken but none of them exploded. There were three men injured by the explosion chiefly by burns. They required medical aid, which was called in from a Glen stoker then in port. The carpenter's room is next to the postal room. It is merely a store-room where he keeps his tools. That was all blown down and some of the tools were found stowing in the deck above. We had to take a general delivery of cargo in Swatow, as most of the consignees' letters contained the bills of lading had been destroyed. We had to pay for a replacement from the Customs to allow us to discharge the goods altogether into a godown, instead of each consignee bringing his own bill of lading, stamped by the Customs people. Compensation was given to the injured men, and also to the carpenter for his tools. The repairs made by Messrs A. G. Gordon & Co. were necessitated solely by the explosion. I wrote a letter to Mr. Nodot about his parcel and he said in reply that he could not describe the contents of the parcel. I have not kept the letter.

By Mr. Webber—it usually takes about 16 hours to go to Swatow. The third officer keeps the key of the mail room. It was locked when we left Hongkong. The third mate had been in the room before I went in. He was there when I was in. He had no motive for moving Mr. Nodot's parcel. There were three shelves on each side of the room. The parcel was placed on one side of the lower shelves. It was part of the partition between the mail room and the carpenter's room that was left standing after the explosion. The mail room was more damaged than any other part. The whole of the carpenter's room was destroyed except the deck above. From what I saw I should say it is not likely that the explosion occurred in the carpenter's room. When I looked round after hearing the explosion I saw a lot of smoke coming out of the alley-way. I could not see inside the ship. I did not know where the explosion had taken place. The charred mark was about four inches wide where it started and spread out to about eight inches at the top. It was at the spot where the box was. I did not see any sign of the box or its contents after the explosion. I saw some remains of cartridge cases. They did not look as if they had exploded. I saw a bag of shot with some missing, the bag having been broken on one side. The copper box in which the blue lights were contained as if it had either been blown against the roof of the room or had been crushed by something having fallen upon it. The other box presented the same appearance. The Chinese were all on board the ship when the explosion occurred. One of the injured men had some shot blown into his arm. He was in the passengers' gallery at the time on the opposite side of the alley-way and about five feet from the mail room. I did not see him there, but the man himself told me so. I never knew of any of the sailors smuggling dynamite. I have heard of its being done on other ships.

By Mr. Wotton—from the general appearance of the woodwork I should not think it was a dynamite explosion. I noticed that the caps on the cartridge cases were unexploded. The third officer was in the room when I moved the box. I can't account for the explosion in any way.

F. W. Evans—I am third officer on the *Formosa* under a parcel receipt. The assistant went away and brought Mr. Cruciershank, whom I asked the same question. He replied that they were drugs and I asked him the nature of the drugs. He hesitated, add on my pressing him he told me the contents were chlorate of potash and sulphur. That satisfied me, and defendant seemed a little anxious and asked me why I wanted to know. I then told him that there had been an explosion in the parcel room of the *Formosa*. He said the chlorate of potash and sulphur were packed in separate bottles and were perfectly safe.

By Mr. Wotton—I should call these substances chemicals. That is the proper description. Drugs is not an accurate description. Strictly speaking I should say it was an improper description.

By the Court—I have no special expert knowledge of fire arms.

T. P. Hall, master of the *Formosa*—I have never heard of fire arms exploding accidentally.

all the parcels sent on 25th December by the *Formosa*. I remember a small box addressed to Mr. Nodot. There was a white label with printed matter on the top. I put it in the parcel room on the after shelf. When we got to Swatow it was shifted to the forward lowest shelf. The chief officer shifted it. The explosion occurred on the 28th. I saw the chief officer leave the ship. The explosion happened shortly afterwards. I was then about ten paces abeam the parcel room. There was a very loud report. There was a smell like sulphur and a good deal of smoke. There was a slight fire after it. I went to the parcel room at once and the chief officer came there almost immediately afterwards. The boxes were all broken and the letters blown about; part of the plankwork which remained of the partition was charred. The charring was right up from where the parcel was placed. The shelf was blown away, but the mark of where it had been fastened was still to be seen. There was no charring below the shelf on which the parcel had been placed. I saw Mr. Nodot on board the ship on the day of the explosion. He asked for his parcel. The second mate asked him what it was. Mr. Nodot said it was for making blue lights. He said it came from Cruciershank's Dispensary. The second officer said he did not think it was on board and that it was probably blown up in the explosion. Mr. Nodot said the blue lights were for the jubilee. The fire which followed the explosion was in the forward part of the parcel room.

By Mr. Webber—I gathered up the cartridges after the explosion. I did not notice that any of the caps had gone off. I saw some of the slot scattered about the floor of the parcel room. The charred mark was more at the top than at the bottom. It tapered towards the top.

George Smith, chief engineer on the *Formosa*—I remember the explosion on 29th December. I was in my cabin when it took place. I rushed out and saw wreckage in the starboard alleyway and fire in what had been the parcel room. There was a sulphurous smell. I am not aware that there was a lot of broken woodwork, resemblance of letter boxes and stationery. At that time the men were engaged in picking up the rubbish and throwing it overboard. By

rubbish I mean the splinters of woodwork.

By Mr. Webber—I saw some charred wood in the parcel room. I saw two planks forming a portion of the partition which was left standing—burnt on the parcel room side. They were charred quite black. The black mark was wider at the top than at the bottom. A few of the pieces of wood lying about were also charred; all the wood was blown to very small pieces.

P. R. Simmonds, Capt. R. A., Firemaster and Inspector of Watchlike Stores—I have gone through a course of instruction in explosives. Chlorate of potash and sulphur are very largely used in the manufacture of coloured fuses. When they are in coloured vessels there is no danger, but when the two are mixed together they are dangerous. They might explode by either friction or percussion. If they are mixed and placed in a bottle it is possible but not probable that they might go off. It would depend very largely upon the thickness of the bottle and the manner in which they were secured whether or not they should consider it dangerous to send a bottle of each in the same box.

I think there would be danger if the bottles happened to get broken. If they were packed closely together in a box I should consider them dangerous. I should not myself. I should not let them be sent in different cases. I should call them chemicals, not drugs, although they may be either. If the two get together they would be of a dangerous nature. I have heard of cases where they have lost if they are persistent enough. Near one of the gates in a market where stolen goods are regularly sold during one hour at day-break. Spurious articles are often offered at this place. For example, a man thought he was getting a good bargain in a roast duck, but on reaching home was surprised to find a clever imitation in mud! There are also excellent counterfeits in paper, of the Chinese boats, which dissolve at mere sight of water.

In the social arrangements of the Chinese the philosophy of pick-pockets—whose harvest is in the wet season when the roads are nearly impassable. The other day a man was boasting of never having had his pocket picked, when within ten minutes his pipe and case were snatched from his hands. Another was carrying a rich feather fan in his hand, his finger through the looped string in the handle for protection,—a hard tug from a thief cut his fingers and forced him to relinquish his hold.

Ladies are often the victims, even when riding in carts, and the thieves are so daring to spring on the top of the carts while

riding to spring on the top of the carts while

they are driving.

The case at this stage was adjourned till

tomorrow morning at 10.30.

THE COMMON SUPPORT THE EXECUTIVE.

Mr. Charles Russell's motion to enquire into the rights of the Executive regarding public meetings was rejected by a majority of ninety-two votes. Mr. Bradlaugh's amendment that the enquiry be carried into the conduct of the Police in connection with rioting was also rejected by one hundred and fifteen votes.

MILITARY EXPENDITURE IN AUSTRIA.

Venice, March 2.—The Delegations will be asked to sanction an extra military grant of one hundred million florins.

THE EUROPEAN SITUATION.

St. Petersburg, March 4.—It is not expected that the Russian proposals regarding Bulgaria will be very practical result. Russian military circles are greatly irritated at the attitude assumed by the other Powers. Warsaw is being largely re-taxed.

The rumour of a Conference of the Powers is denied.

FIGHTING AT SWATOW.

Cairo, March 4.—A large body of derishives attacked Swatow to-day, but after four hours' fighting retreated, leaving a hundred on the field. One loss was Colonel Tapp and five killed, and fourteen wounded. The British force was repelled.

MR. CHAMBERLAIN RETURNS.

London, March 5.—Mr. Chamberlain is returning.

THE BUDGET EXPENDITURE ON THE NAVY.

London, March 6.—The Budget is to be presented on the fifteenth, and is expected to show a surplus of over three millions. The Naval Estimates alone include three millions appropriated for building new ships.

THE INDIAN PUBLIC SERVICE COMMISSION REPORT.

Lord Cross laid the report of the Public Service Commission before the House of Commons.

DIPLOMACY AND THE BULGARIAN QUESTION.

Count Herbert Bismarck has arrived and will interview Lord Salisbury to-morrow, when he will endeavour to induce England to favorably consider the Russian proposals regarding Bulgaria.

THE LATE AND THE NEW EMPEROR OF GERMANY.

The following telegrams give a fuller description of the events that preceded the Emperor's death than those received here:—

THE STATE OF THE CROWN PRINCE.

San Remo, March 5.—The Crown Prince sleeps fairly well and his cough is less troublesome. Nevertheless, the anxiety for his recovery has not lessened.

THE CROWN PRINCE TO RETURN TO BERLIN.

Prince Wilhelm has left San Remo, having been the bearer of an autograph letter from the Emperor to his son desiring him to return to Berlin, if possible. He is making preparations for the journey, and will probably start at the end of March.

THE GERMAN EMPEROR INDISPOSED.

Berlin, March 5.—The Emperor is suffering from a cold and sleeps badly, and an official notice states that he will keep his bed for several days.

London, March 6.—The Prince of Wales has returned from San Remo.

(From L. & C. Express of 17th Feb.)

THE NAVIGATION OF THE AMAR.

The Steam Navigation Company of the Amur announces that they propose to commence next summer a service between Strelinsk and Nekrinsk on the upper course of the Shilka. It is also said that the banks of this river oil-wells have been discovered, about twenty miles from Nekrinsk

Mails.

Mails.

INSURANCES.

Merchant Vessels in Hongkong Harbour.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THIS U. S. Mail Steamship CITY OF NEW YORK will be despatched for San Francisco via Yokohama, on SATURDAY, the 24th instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlanta and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers.

First-class Fares granted as follows:—

To San Francisco ... \$200.00

To San Francisco and return } 350.00

To Liverpool ... 325.00

To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

A Bill will be received on board until 4 p.m. on the day previous to sailing. Parcels will be received at the office until 5 p.m. on the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central. O. D. HARMAN, Agent.

Hongkong, March 3, 1888. 363

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA

* THE OVERLAND RAILWAYS,

AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship BELGIC will be despatched for San Francisco, via Yokohama, on TUESDAY, the 3rd April, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Fees, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY, OFFICE, HONGKONG.

The Contents and Value of Passage are to be declared prior to shipment.

Shippers particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, March 19, 1888. 462

BALL PROGRAMMES

FOR SALE.

NEW SHAPES AND PATTERNS.

CHINA MAIL OFFICE,

2, WYNDHAM STREET.

Hongkong, August 20, 1884.

SHARE LIST.—QUOTATIONS.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 21st March, 1888, at Noon, the Company's
S.S. ANADYL, Commissariat DELACROIX,
with MAILED PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for London, as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specific and Parcels until 3 p.m. on the 20th March, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

J. DE CHAMPEAUX,
Agent.

Hongkong, March 8, 1888. 396

NOTICE.

THE MAN ON INSURANCE COMPANY
(LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all parts of the World payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, December 2, 1887. 2349

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO.,
Agents.

Hongkong, July 15, 1887. 1240

NOTICE.

THE LONDON ASSURANCE,
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

MARINE Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding 50,000 at reduced rates.

HOLLIDAY, WISE & CO

Hongkong, July 25, 1872. 496

Intimations.

The Queensland China Mail,

A WEEKLY JOURNAL FOR THE HOME MAIL,

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, will find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

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THIRD EDITION,
REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1884.

MARCH 20, 1888.

BANKS.

Stocks. Nos. of Shares. Value. Paid up.

POSITION PER CENT. Reserve.

LAST REPORT. Balance, £.s.d.

Last Dividend.

Closing Quotations, Cash.

BANKS.

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1886 100,000 Tls. 305,767.7

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